



Automatic Transmission

Drive (D3) — This position is similar to D4, except only the first three gears are selected. Use D3 when towing a trailer in hilly terrain, or to provide engine braking when going down a steep hill. D3 can also keep the transmission from cycling between third and fourth gears in stop-and-go driving.

For faster acceleration when in D3 or D4, you can get the transmission to automatically downshift by pushing the accelerator pedal to the floor. The transmission will shift down one or two gears, depending on your speed.

Second (2) — To shift to Second, press the release button on the side of the shift lever. This position locks the transmission in second gear. It does not downshift to first gear when you come to a stop. Second gives you more power when climbing, and increased engine braking when going down steep hills. Use second gear when starting out on a slippery surface or in deep snow. It will help reduce wheelspin.

First (1) — To shift from Second to First, press the release button on the side of the shift lever. With the lever in this position, the transmission locks in First gear. By upshifting and downshifting through 1, 2, D3 and D4, you can operate this transmission much like a manual transmission without a clutch pedal.



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Engine Speed Limiter

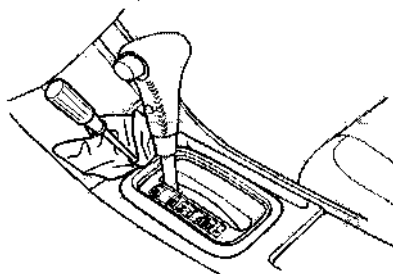
If you exceed the maximum speed for the gear you are in, the engine speed will enter into the tachometer's red zone. If this occurs, you may feel the engine cut in and out. This is caused by a limiter in the engine's computer controls. The engine will run normally when you reduce the RPM below the red zone.

Shift Lock Release

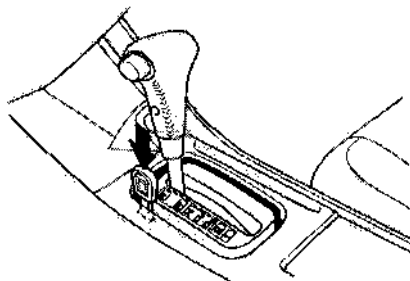
This allows you to move the shift lever out of Park if the normal method of pushing on the brake pedal and pressing the release button does not work.

1. Set the Parking brake.
2. Remove the key from the ignition switch.

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3. Place a cloth on the edge of the shift lever console outer frame. Remove the frame by carefully prying on the edge with a small flat-tipped screwdriver (not included in the tool kit).
4. Insert the key in the shift lock release slot.



5. Push down on the key while you press the release button on the shift lever and move the shift lever out of Park to Neutral.
6. Remove the key from the Shift Lock Release. Reinstall the outer frame. Depress the brake pedal and restart the engine.

If you need to use the Shift Lock Release, it means your car is developing a problem. Have the car checked by your Honda dealer.



Parking

Always use the parking brake when you park your car. The indicator on the instrument panel shows that the parking brake is not fully released; it does not indicate that the parking brake is firmly set. Make sure the parking brake is set firmly or your car may roll if it is parked on an incline.

If your car has an automatic transmission, set the parking brake before you put the transmission in Park. This keeps the car from moving and putting pressure on the parking mechanism in the transmission — making it easier to move the shift lever out of Park when you want to drive away.

If the car is facing uphill, turn the front wheels away from the curb. If you have a manual transmission, put it in first gear.

If the car is facing downhill, turn the front wheels toward the curb. If you have a manual transmission, put it in reverse gear.

Make sure the parking brake is fully released before driving away. Driving with the parking brake partially set can overheat or damage the rear brakes.

Parking Tips

- Make sure the moonroof and the windows are closed.
- Turn off the lights.
- Place any packages, valuables, etc., in the trunk or take them with you.
- Lock the doors with the key or the remote transmitter.
On EX and EX-V6 models
Check the indicator on the driver's door to verify that the security system is set.
- Never park over dry leaves, tall grass, or other flammable materials. The three way catalytic converter gets very hot, and could cause these materials to catch on fire.



The Braking System

Your Honda is equipped with front disc brakes. The brakes on the rear wheels may be disc or drum, depending on model. A power assist helps reduce the effort needed on the brake pedal.

Put your foot on the brake pedal only when you intend to brake. Resting your foot on the pedal keeps the brakes applied lightly, causing them to build up heat. Heat build-up can reduce how well your brakes work. It also keeps your brake lights on all the time, confusing drivers behind you.

Constant application of the brakes when going down a long hill builds up heat and reduces their effectiveness. Use the engine to assist the brakes by downshifting to a lower gear and taking your foot off the accelerator pedal.

Check your brakes after driving through deep water. Apply the brakes moderately to see if they feel normal. If not, apply them gently and frequently until they do. Since a longer distance is needed to stop with wet brakes, be extra cautious and alert in your driving.

Brake Wear Indicators

The front disc brakes on all models have audible brake wear indicators. They are also on the rear brakes of cars equipped with ABS as standard equipment.

When the brake pads need replacing, you will hear a distinctive metallic "screeching" sound when you apply the brakes. If you do not have the brake pads replaced, they will begin screeching all the time.

Your brakes may sometimes squeal or squeak when you apply them lightly. Do not confuse this with the brake wear indicators. They make a very audible "screeching."